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Hongkong, 14th January, 1904. [a273]

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Hongkong, 14th August, 1903. [a339]

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R. MATTHAEY,
Manager.

Hongkong, 6th May, 1903. [a218]

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Excellent Cuisine.

Every Convenience for Tourists.

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Canton, 1st October, 1901. 1977

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Hongkong, 2nd July, 1900. [a50]

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Hongkong, 10th June, 1903. [a318]

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Hongkong, 31st October, 1902. [a49]

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[a224]

NOTICE.

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And there is no more comfortable Hotel in the
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WM. FARMER,

Proprietor.

[a324]

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15, Queen's Road, Hongkong, 12th January, 1904.

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G. GIRAUT.

[a40]

NERNST

Vigilante for re-election:—Mrs. Atkinson, Mrs. Hoare, Mrs. Bridie, Mrs. Swan, and Mr. Compton.

Sir W. M. GOODMAN said that some cases were very distressing indeed. One little boy was left on the hands of the French Convent. The society had had him sent to St. Joseph's College, and now he would, probably, become a useful member of society. There were three cases in which English women had married Chinese, and had asked for assistance. An Australian woman had married a Chinaman, who left her in distress, and another Australian woman with family had been deserted by her Chinese husband. It was very dangerous for European women to marry Chinamen. In Australia it might be all right, but the difference of customs and modes of living seemed to be unsatisfactory. A Frenchman had asked for and received help; and a very respectable German had received his passage to Bombay. The society was worthy of support not only by the British but by others in the Colony also. The small expenses shown in the report were extremely satisfactory, only £30 having been spent on printing. The figures were attributable to the co-operation by all parties in keeping down expenses.

Rev. C. H. HICKLING, in proposing the adoption of report and accounts, disengaged for some time on the evils of indiscriminate charity. The fact of the society expending more than it received was enough to make an appeal justifiable. Ladies on the committee deserved the greatest praise; as also did Messrs. Franco and Wright for their work at instituting enquiries.

Rev. W. BRIDIE also concurred with the previous speakers.

On the proposal of Sir W. M. GOODMAN a vote of thanks was given to the treasurer, the referees, and the secretary.

The following committee was then appointed for the ensuing year:—Mrs. Atkinson, Mrs. Bridie, Mrs. May, Mrs. Swan, Mrs. Hoare, and Mrs. Compton.

Mrs. MAY proposed a vote of thanks to Sir W. M. GOODMAN, who made a suitable reply.

THE NAVY LEAGUE AND THE "TIMES."

The following letter has been addressed by the Chairman and Secretary of the Navy League to the Editor of the *Times*, in reply to some criticism of the League appearing in that journal:—

The Navy League,
13, Victoria Street, London, S.W.
December 7, 1903.

Sir,—In your leading article of November 25, dealing with the letter of the Navy League, you complain that the League attempts to make the nation's flesh creep by pointing out that according to the Parliamentary Return (185 of 1903) Great Britain has only sixty-three battleships built and building against sixty-two French and Russian combined, or sixty-eight if the new Russian programme be included?

You proceed to criticise the League for accepting the figures of a Government estimate. Is it the fault of the League if the figures of this Parliamentary Paper show so serious a position? For though the Admiralty has repeatedly been challenged to reduce the warships enumerated to one common scale, so as to give a clear indication of strength, it has refused to do so. By its refusal we are compelled to take its figures as they stand, and had we not done so, had we gone to the *Naval Annual*, we feel pretty certain that we should have laid ourselves open to attack for so doing.

Selecting your authority, the *Naval Annual*, you tell the nation in its words that "in completed battleships of the first class we are equal to any three Powers, and that the same relative position will be maintained in 1904 and 1905."

Here, however, the figures which the *Naval Annual* gives, and which do not, of course, include the recently purchased Chilean ships, show that the above statement cannot be justified, while, as we shall shortly prove, the *Naval Annual* over-estimates the time required for the completion of the new Russian ships. The *Naval Annual* figures are as follows for ships built (battleships of the first class):

	1903	1904	1905
Great Britain	33	38	40
Germany	12	14	16
France	10	11	13
Russia	9	11	13
U.S.A.	9	12	17
Three Strongest European Powers	31	36	42

In 1905, on the *Naval Annual*'s own figures, the three Powers will be superior in first class battleships.

But the *Naval Annual* assumes that the Russian ship *Orel* will not be ready in 1904, though she is due for completion next year, and that in 1905 the *Suvorov* and *Stava* will still be incomplete. On referring to Kapitan-Lientenant Weyer's *Taschenbuch der Kriegsfahrten*, which gives the official dates of completion, it will be seen that these ships are to be completed in 1904 or 1905. Thus the strength of the foreign combination rises to thirty-seven in 1904 and forty-four in 1905. It requires a very large measure of optimism to assert that forty battle-ships are equal in force to forty-four, and when "counting noses" prudent people consider not only ships actually ready, but ships building and under order, for these items determine what the strength of fleet will be, not to-morrow, but the day after to-morrow, and though this may seem to you "a very sorry occupation," it is, allow us to remind you, one in which on past occasions you have indulged yourself. The figures, then, taking only those ships which are actually sanctioned and including none of the vessels counted in the above tables, are as follow:—

Battleships of the first class, other than those above, actually building or under order:

Great Britain	6	France	4
Germany	4	Germany	4
Allied preponderance of six ships; any two Powers superior to England by two ships.			

There is such thing as lulling to rest a nation with deceptive assurances, as well as making its flesh creep with false alarms. We leave to your readers the decision between us, but we submit that the facts of your own choosing are against your own contentions. And when you blame us for "counting noses," you must be aware that there is nothing else to count. We have shown that the Admiralty refuses to grant an estimate of force reduced to a common scale. What else is the Navy League to do but to accept such figures as Lord Selborne gives? Are we not to count numbers at all? But surely a man named Nelson once said "only numbers can annihilate." And now, as in 1805, it is annihilation that the country wants, and not a splendid victory.

Apparently it has escaped your notice that the requirements of a blockading end of a blockaded fleet in the matter of cruisers may be utterly dissimilar. The Three Admirals' Report (e. 5,632 of 1889), which was, it is true, one drawn up by naval experts and not by civilians, tells us that two cruisers are required by the blockader for each one in the blockaded fleet, so that 174 fast ships would be needed to meet the Russian and French forces in this class of ship. If you assure us that the three Admirals, as well as the distinguished officers who acted as advisers in the recent manoeuvres, are wrong, we shall know where we stand. But then we may be inclined to ask you on what grounds you base your belief that the British Navy is adequate for the work of meeting an alliance of France and Russia or Russia and Germany. Is not a great superiority in force essential for the speedy success of a Power circumstantially as England is, and dependent on the sea for her supplies of raw material and food? Into France and Germany raw material and food can pass through neutral territory; in our case this is impossible.

The British fleet, whether in battleships or cruisers, is to-day weaker than it was in 1805, relatively to its opponents; and in 1805—we have Admiral Columbus's authority (*Naval Warfare*, p. 190) for the statement, that if Villeneuve had made the right move, "there was nothing to prevent Villeneuve sailing leisurely up the Channel from Ushant at the head of his sixty sail of the line and covering the passage of Napoleon's vast array to the shores of Kent and Sussex." Can we be certain in the future (1), that the enemy will make mistakes similar to those of Villeneuve; (2) that British Admirals and the Admiralty will display as great insight and energy as did Nelson and Barham?

It appears to us that the Government, by deciding to purchase the two Cuban warships, *Libertad* and *Constitucion*, has given judgment in our favour, i.e., it has declared that the battleship strength of the fleet is, and will be insufficient without such a reinforcement, and has shown that it does not accept your view that the strength of the Navy is ample. It will be remembered that from the first the Navy League has urged the advisability of acquiring the ships, and we congratulate Lord Selborne on so wise a step.

You protest against our comparison of the expenditure of Great Britain and the three great Powers. But we understated the case, since we did not draw attention to the fact that in Great Britain voluntary service greatly enhances the cost of our Navy. Compulsory service is a tax for which some allowance should be made in comparison, the more so as there is nothing to show that voluntary service gives better results.

On the subject of an adequately paid and staffed Naval Intelligence Department, the arguments for such a department have been repeatedly and ably stated by you in the case of the Army. Why is it a greatly enlarged Intelligence Department necessary for the Army and unnecessary for the Navy? No doubt you will explain this point, when commenting on this letter. In the same way with coal; if we are not mistaken it was the *Times* that drew attention to the grave depletion of our coal-supplies.

You tell us that the recent manoeuvres have shown that old battleships cannot act with new. In that case are we to regard such ships as the Russian *Sissoi*, *Naturia*, and *Ushakov*, and the French *Bourriens* and *Henri IV*, as absolutely useless? It used to be the Admiralty argument that the British ships armed with muzzle-loaders were valuable as a reserve, and in this line you were distinctly inclined to acquiesce, since you blamed us severely for denouncing these old ships as death-traps. But now you decline to take the old ships of foreign Powers into account, though in this department Great Britain is numbered by thirty-two to eighteen, striking off some of the oldest and least efficient vessels on either side. In view of your changed attitude on this head we are not without hope that in time you will come to see the reasonableness of our present contentions.

Your question as to "How many American merchant ships were captured by Spain in the Cuban war?" would be better stated in the form, "How many American merchant ships were there within the reach of the Spanish cruisers to capture?" If we are not misinformed, the American flag vanished from this side of the Atlantic. Is the British flag in a future war to vanish from the waters which are within reach of an enemy? And if so, how is this country going to exist, living, as it does, largely on the £90,000,000 of visible exports in the form of freight?

Perhaps you will answer some of our interrogatories before you next condemn the League for serving the public.—I have the honour to be, Sir, your obedient servant,

H. SWINOUR TROWER,
Chairman of the Executive Committee.
W. CARTS CRUTCHLEY,
Secretary.

The Editor.

The Times,
Printing House Square, E.C.

SUPREME COURT.

Tuesday, 26th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUISE JUDGE).

ODGENS LIMITED IN LIQUIDATION.

Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors, appeared in support of an appeal by the British American Tobacco Company, Limited, as assignees of Ogden's Limited's trade mark in Hongkong from adjudication of stamp duty. Mr. F. B. L. Bowley, Crown Solicitor, appeared for the respondent, Hon. L. A. M. Johnston, the Acting Collector of Stamp Revenue.

It appears that on 19th June of last year, 1903, Ogden's Limited, now in liquidation, transferred their trade mark so far as Hongkong was concerned to the British-American Tobacco Company for the sum of £100. The Acting Collector of Stamp Revenue adjudicated that the stamp-duty on the assignment was \$10 under the Order in Council of June 3, 1903, the consideration being nominal. Appellants appealed against this adjudication, and asserted that the duty should be only \$6, the consideration being not nominal.

His Lordship said there was something grossly negligent on somebody's part—he did not think it was Mr. Bowley—in the way entries such as this were put in the *Gazette*. He would be very glad to know who was at fault. The Stamp Collector had adjudged \$10 on something that was published in the *Gazette* at page 317 of 1903. Well, he found first of all that it was headed Order made by the Governor in Council under the provisions of Ordinance No. 18 of 1893. It did not give any section. This was a thing he had repeatedly complained about, that you had to look through a whole Ordinance to find out what section a case was brought under. Looking at Section 6 of the Stamp Ordinance, 1901, you found that there were seven sub-sections under which he could make rules and regulations. It was perfectly impossible for him to say under which one he had made the order, though there was a thing at the end for the general working of this Ordinance. That was not right, because supposing the validity of these rules and regulations came before the Court they would not know under what section to go. The Court wanted people to give them the section and sub-section when they put it in the *Gazette*. To take the first thing, Rule 19 of the Trade Mark Rules was amended, and in the *Gazette* of 1898 in the index he found the heading "Trade Mark." He must admit, however, he had since discovered it was under the heading "Orders in Council." But they did not give the number of the page. He would like to have before him the person who was responsible for this. It had taken a whole morning to find out what they were proceeding upon. His Lordship then asked Mr. Harston how he had arrived at \$6 instead of \$5.

Mr. Harston said that was due to difference in exchange. This was a summons on the part of the assignees that the assignment be adjudged to be correctly stamped *ad valorem*, the duty being \$6 on a consideration of £100, such consideration not being a nominal consideration.

His Lordship—Your argument is that it is not a nominal but a substantial consideration?

Mr. Harston—Yes.

His Lordship—I may say I am with you as at present advised, subject of course to anything the Crown Solicitor has to say, and therefore I should like the Crown Solicitor's view as to this consideration being nominal or not nominal.

Mr. Bowley remarked that the only question in this case was whether the consideration of £100 was nominal or not nominal. If it was nominal then the Order in Council applied and the duty of \$6 was correct. If it was not nominal then the ordinary rules applied and the assignment must be stamped *ad valorem*.

The defendant pleading not guilty, the plaintiff deposed that at 5 a.m. on the 23rd inst. he was going from west to east on the southern side of the harbour, patrolling. When off the China Merchants' wharf he saw the defendant's launch coming from the north and steering to cross his bows. Defendant was on his port bow. Defendant then crossed his bows, clearing by about a foot. He had to give way, starboating his helm; had he not done so a collision would have occurred.

The defendant had no questions to ask, but said he could not keep out of the way as there were a lot of boats in the way.

Sentence:—\$5 or 14 days.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.30a. The barometer has risen over Japan, fallen N. China.

The anticyclone is moving Eastwards, the central area now lying between N. China and the Sea of Japan.

Gradients are decreasing on the China coast and the monsoon is likely to moderate in the Formosa Channel.

Steep gradients with heavy monsoon over the China Sea.

Forecast:—Fresh NE. winds, fair.

Ogden's trade-mark in Hongkong considering that Ogden's was in liquidation.

Mr. Bowley stated that this was a matter in which the Treasurer had to exercise his discretion, and he came to the conclusion that £100 was a nominal consideration.

His Lordship said he thought the appeal must succeed. The Collector appeared to have taken the view that this referred to Ogden's all over the world instead of Hongkong alone. He thought that £100—roughly speaking, something over \$1000—was a substantial consideration for Ogden's trade-mark in Hongkong alone, considering that Ogden's was in liquidation. He therefore allowed the appeal and made an order that \$6 be the amount of stamp duty.

DISPOSAL OF FURNITURE.

Lieut. G. Spicer Simpson, H.M. Navy, sued Captain G. Götsche for \$21. Mr. H. K. Hodges, solicitor, appeared for the plaintiff, and Mr. J. Hastings, solicitor, for the defendant. It appeared that when the plaintiff was going home he agreed to sell his furniture to the defendant for \$350. Among the goods were some pieces that defendant did not want, and in a letter which he wrote to plaintiff he specified these articles. Plaintiff's contention was that defendant had agreed to buy the whole of the furniture at the price mentioned. In the result defendant did not take the furniture. It was put up to auction and realised \$13. Plaintiff claimed the difference between this sum and the price originally fixed upon—\$21.

His Lordship gave judgment for the defendant and costs.

The Court adjourned.

POLICE COURT.

Tuesday, 26th January.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

INFANTICIDE IN THE NEW TERRITORY.

The case, in which Cheung Sun Fun and Pang Lung were charged with the murder of their infant daughter, recurred from Monday, was resumed yesterday, when Dr. Hunter, recalled, stated that it was on the 18th and not on the 17th inst. that he held the post-mortem examination of the body. This closed the case for the prosecution.

The defendants, after being formally cautioned and asked if they wished to make any statement, replied that they were ignorant of the British laws and did not know what to say.

His Worship committed them to take their trial at the next ensuing criminal sessions.

FALSE PRETENCES.

Tam Fung was charged with obtaining a quantity of mushrooms, oysters, and abalone, of the aggregate value of \$5.07, from Po Leung by false pretences. Tam Fung went to the shop of Po Leung, and representing that he came from the firm of Sui Chi Cheun, ordered the goods, which he obtained and took away.

When he had gone Po Leung became suspicious, and sent his compadre to follow Tam Fung. When he found he did not go to Sui Chi Cheun's shop, the compadre went there and asked them if they had sent Tam Fung for the goods. They said they had not. For the defence Tam Fung said someone in Sui Chi Cheun's shop had told him to go and get them. He could not explain why, if that was so, he did not take the goods there instead of to his own house.

Sentence—21 days' hard labour, and 3 hours in the stocks.

THEFT.

Chau Fan, a ship's boy, was charged with stealing a purse, containing \$21.50, the property of R. Feldmann, on board the s.s. C. F. L. Latzer, on the 25th inst., in the harbour of Hongkong. He was sentenced to 6 months' hard labour and 4 hours in the stocks.

MARINE COURT.

NOTICE.

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Hongkong, 27th January, 1904. [362]



ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of the Court at ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st FEBRUARY, at 9.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th January, 1904. [363]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 & 40 Queen's Road Central, on WEDNESDAY, the 10th FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 13th FEBRUARY, 1904, both days inclusive.

JOHN D. HUMPHREYS' SON, General Manager.
Hongkong, 27th January, 1904. [364]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-NIGHT, the 27th JANUARY instant, at 9.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th January, 1904. [295]

HONGKONG HOCKEY CHALLENGE CUP

ENTRIES for the above CLOSE at 5 P.M. TOMORROW (THURSDAY), 28th inst. Teams intending to compete must send their names to—

T. C. GRAY,
Hon. Secretary.
Hongkong, 20th January, 1904. [345]

NOTICE.

IT is proposed to hold a YORKSHIRE ASSISTANT ENGINEER TERMS DINNER, A MEETING will be held at MOORROW (THURSDAY), JANUARY 28th, 1904, at 3 P.M. in the ANTE-ROOM, York Hall, to discuss arrangements and decide upon a date.

All Yorkshiremen are invited to attend.

ARTHUR CHAPMAN,
Hongkong, 23rd January, 1904. [346]

THE HONGKONG BAKERY.

ESTABLISHED 1858.
Town Depot—41, Des Voeux Road.

BREAD, BISCUITS, CAKES, &c. of best

quality supplied to Families, Hotels, Clubs, Ships, &c., on moderate terms.

DORABEE & SON, Proprietors,
Contractors to H.M.S. Navy.

Hongkong, 22nd January, 1904. [366]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON.

On and after the 1st January, 1904, the Passage Rates will be by Mail steamers:

First Saloon £25. Second Saloon £14

To Marseilles £21. Second £12

To Brindisi £6.

Return tickets are issued at a fare and a half available for 2 years.

The proposed sailings are:

Departure from Hongkong Connecting at Colombo

S.S. Bengal January 30th S.S. India

S.S. Malta February 13th S.S. Moldavia

S.S. Chusan February 27th S.S. Arcadia

S.S. Ballarat March 12th S.S. Australia

S.S. Coronel March 26th S.S. Oceanus

S.S. Simla April 9th S.S. Mongolia

S.S. Bengal April 23rd S.S. China

S.S. Malta May 7th S.S. Himalaya

S.S. Chusan May 21st S.S. Marmora

Good accommodation can be arranged, on booking, in the connecting steamers at Colombo, which now include the new steamers Moldavia, Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers are now:

To London 1st Saloon £20, 2nd Saloon £5.

Return tickets available for 2 years can now be issued at a fare and a half.

Return tickets available for two years are also issued home by Intermediate and out by Mail steamer or vice versa.

Rates on application.

When these steamers call at Marseilles, a ticket can be issued to that port at 246 First Saloon £23 Second Saloon.

E. A. HEWETT,
Superintendent.

Hongkong, 11th January, 1903. [3240]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [318]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS.

Dealers in GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Design & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [251]

ROBERT PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GEWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [105]

DAVID CORSAIR & SON'S MERCHANT NAVY.

NAVY BOILED ONG FLAX

RELIANCE CROWN TAEPULLING

ARNHOLD, KARBERG & CO., Sole Agents.

Hongkong, 22nd January, 1904. [333]

INTIMATIONS

WANTED.

A HOUSE at the Peak for the Summer Month.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 16th January, 1904. [223]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE INTERPRETER for the Court in Sandakan. Must speak English, Malay and three or four Chinese dialects, say Fokien, Tschou, Cantonese.

Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Sandakan.

A trial of a few months will be given, and if not satisfactory return passage paid.

By Order of the Board of Directors.

MOWBEY & NORTHCOTE,
Secretary.

Hongkong, 27th January, 1904. [234]

THE WEST POINT BUILDING COMPANY, LIMITED.

WANTED.

A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [242]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [243]

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A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [244]

WANTED.

A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [245]

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A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

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Mrs. GIBB, LIVINGSTON & CO.,
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By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [247]

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Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904. [248]

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Salary \$30.00 per mensem and house allowance.

Second Class passage provided to Kudat. Three months' notice on either side to be given.

By Order to—

Mrs. GIBB, LIVINGSTON & CO.,
Hongkong.

Hongkong, 16th January, 1904.

**THE
"APOLLO"
PIANO-
PLAYER**
MAKES MUSICIANS
OF US ALL
—
Price \$450 up.

Hire or Credit

10,000 PIECES TO SELECT FROM.

THE LATEST

"VICTOR"
TALKING
MACHINES

WITH TAPESTRY ARM.

SUPERSEDED OLD STYLE.

**THE
ROBINSON
PIANO
CO., LTD.**

Hongkong, 11th January, 1904. [333]

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.

Hongkong, 5th January, 1904. [128]

GESUCHT.

FUER sofort ein gebildetes deutsches Kindergarten für ein 4½ jähriges Mädchen in einer deutschen Familie in Yokohama, Japan. Gef. Offerant einzureichen sub. O. H. Yokohama, P. O. Box 275.

HONGKONG JOCKEY CLUB.

NOTICE.

FROM this date and until after the 25th February next, HORSES and/or PONIES not entered for the Forthcoming Races will not be allowed on the Race or Training Course between the hours of 6 and 8 A.M. Members may exercise unentered Horses or Ponies after 8 A.M. on the Training Course. By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st January, 1904. [369]

YING KEE,
REFRESHMENT CONTRACTOR and
CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for.

Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to— YING KEE.

(First Floor) 50, Des Voeux Road Central.

Hongkong, 12th December, 1903. [343]

S I E N T I N G.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [263]

NOW READY.

DIRECTORY OF
PROTESTANT MISSIONARIES
IN CHINA, JAPAN AND COREA
FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.

On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS,
Shanghai.

Mr. EDWARD EVANS, Missionary Home, Book
Room, 1, Quinsan Gardens, Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong,
Shanghai and Yokohama;

Messrs. W. BEWELL & Co., Hongkong and
Shanghai;

KUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow;

Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Soul Press," Seoul;

"NAGASAKI PIERS" OFFICE, Nagasaki;

"KORE CHRONICLE" OFFICE, Kobe;

"DAILY PRESS" OFFICE, Hongkong; and at
the London Office: 131, Fleet Street.

Hongkong, 12th December, 1903.

ENTERTAINMENTS



[ALL RIGHTS RESERVED.]

THE WOMAN ON THE DERELICT. BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

SYNOPSIS:—John Bramwell, after knocking about the world for many years, arrives in Sydney from San Francisco, and being discharged from his ship looks about for further work. He calls at the office of a shipping firm, is appointed mate of the schooner "Britomart," and the following day sails for Apia. Two years pass away. One day, while Bramwell is sitting on the verandah of an hotel, a man approaches and enters into conversation with him. It appears he is owner of the schooner "Kittiwake," to which some mystery attaches, lying off Apia. He invites Bramwell to go with him and look over his vessel. Learning that he is thinking of leaving the "Britomart," Giles Farrington, as the "Kittiwake's" owner is called, persuades him to take command of his ship. Farrington turns out to be an opium smuggler and pearl poacher. After the two have experienced several adventurous years, Bramwell decides to visit England. Leaving the ship at Honolulu, he starts for London on board the "Hullket." On the voyage an abandoned vessel is sighted, and Bramwell has a horrible dream which he cannot banish from his thoughts. Nearing the wreck, the captain suggests that it be searched, and Bramwell gets permission to accompany the mate on his errand.

CHAPTER IV.

You may be sure that as we approached the brig both the mate and I examined her with curious eyes. For my own part I expected to find that she had been abandoned either as being unsightly or because there had been a fire on board, which had burnt her out after the departure of the crew. This theory, however, did not suit my companion.

"If she were unsightly, she would probably have gone to the bottom before this," he asserted, "and they wouldn't have taken the trouble to furl everything before saying goodbye to her. If, on the other hand, there had been a fire of sufficient violence to cause them to leave her, the same argument applies. Men don't go aloft to handle canvas when the flames are raging; they'd be much better employed victualing and getting out their boat."

"Then what is your opinion of the matter?" I asked.

"Mutiny," he answered. "That's my reading of it. The crew have mutinied and cleared out. Probably chucked the old man and the mates overboard and then gone off in the boats. For if you look, you will see that they are missing."

"Yes," I continued, "I admit that they are missing, but in the case of a mutiny would they have fiddled everything before leaving her, or would they have left her at all?" My opinion is that they would have scuttled her instead of allowing her to perish the seas as evidence against them."

By this time we were not more than fifty yards from the vessel's side.

"Fast pulling," called the mate to his men, and then standing up, he funnelled his mouth with his hands and shouted "Ship ahoy, what brig is that?" But he received no answer.

"As I thought," he said, "she is abandoned, and yet she looks sound enough. Before we go ashore, let's have a look at her name."

To our astonishment, the name on both bows had been carefully painted out.

"Hello! that looks fishy," remarked the mate. "Let's see if it is on her counter."

We accordingly pulled astern, only to meet with the same result. Here the name had not only been painted out, but scraped out.

"Still more fishy," said the mate. "Bring her alongside, men."

They did so and the pair of us clambered on board. At first glance she appeared to be a roomy, comfortable boat, with a poop and a small house forward, just abaft the forecastle. Everything was as trim and ship-shape as the heart of any seaman could desire; but sign of a boat there was none. The short ladders to the poop had brass rails and fittings, and, from the way in which they sparkled in the rays of the sun, it was evident that whatever the mystery might be, it was of recent date.

Before going aft, we thought we would explore the crew's quarters. We accordingly entered the house with the purpose of exploring the bunks, of which there were eight. They were, however, empty—not a blanket or a vestige of clothing was to be found. The very floor, in such places usually so filthy, had been carefully swept.

"Nothing to be discovered here," remarked the mate, who was evidently enjoying the mystery. "Now we'll try the galley."

And thither we repaired. Here everything was in the same apple-pie order. The stove was even polished, the pots and pans and other kitchen utensils were clean and in their proper places. Again there was proof that the vessel had not long been abandoned, for a kitchen clock suspended on the wall was still going.

"Before we go aft, let's take a glimpse at the forepeak. It's just possible we may drop on something there that will give us a clue as to her identity."

Lighting a lantern that we found in the galley, we made our way into the place in question, but it told us no more than we had yet discovered. There was nothing there save some spare canvas and the usual items of ship's chandlery.

"Well, this gets more mysterious every minute," I said, as I replaced the lantern in the galley. "Now let's go aft."

We did so, and ascended to the poop. The companion was only a small one but, before descending to the cuddy, we determined to look about on deck.

"Very possibly her name is on the wheel," I continued. "Let's examine it."

We passed round the hatch with the intention of doing so. The mate was a few steps in advance of me. Suddenly I heard him utter a cry, followed by a muttered "Good God!"

"What's the matter?" I asked, and hastened forward to satisfy myself. Merciful powers! It was not to be wondered at that he had cried out. I did so myself a moment later. Stretching out upon the deck was the body of a man—a white man—pinned to the deck by a knife through his throat. His arms were extended, and they also were pinned in the same fashion through the palms. The eyes were open and stared at us with nameless horror. So terrifying was the sight that I reeled, and I believe I should have fallen had not the mate caught me in time.

"What's the matter?" he asked, in a voice that I scarcely recognised.

"It is too horrible!" was all that I could say for the sake of his opinion of my sanity. I dare not tell him that it was the face of the man whom I had seen in my dream of the previous night. "It's too horrible," I re-

peated, then, feeling that I must say something more. I added, "What can it mean?"

"Something very bad, as you can see for yourself" was his reply. "There has evidently been terrible work aboard this ship within the last twenty-four hours. How long should you say that man has been dead?"

"Not more than twenty-four hours at the utmost," I answered, after another shuddering glance at the corpse. "Think of the sun yesterday."

He saw the significance of my words.

"What do you think is best to do now?"

The very best thing would be for you to go back and tell the skipper what we have discovered. Persuade him, if you can, to come and see for himself, so that it may be properly logged. One can't be too careful in a matter like this. Meanwhile, I'll look round and see what else I can discover."

He saw the wisdom of my advice and took his departure, promising to be as quick as possible on his return.

As soon as he had taken his departure I hurried forward to the peak and perched there a fair-sized bit of canvas with which I hastened off. Once I had covered the body with it I felt happier, but even then I seemed to see those terrible eyes staring through it at me. The very remembrance of the face was sufficient to make a man sick with loathing of himself and what he may probably come to. Passing to the wheel I examined it carefully. It was easily seen that it had once borne the name of the vessel, but that the word or words had been carefully scraped away was evident from the marks upon the wood. Life-buoys there were none, so far as I could discover. Indeed everything pointed to the fact that the greatest care and ingenuity had been displayed in concealing all traces of the identity of the unhappy vessel.

That the murderer, whoever they may have been, had not plundered her seemed evident, for the reason that at the top of the companion, on a rack, were two excellent glasses and an expensive barometer.

I descended the narrow ladder and entered the small cuddy. It was a tiny place, being mainly taken up by a small pantry and six equally small cabins. There was a table in the centre, with benches on either side, and a swing tray hung above the former, under the skylight. The latter was well filled with glasses and also held a decanter of rum, which apparently had not been touched. In the pantry, as in the galley and the men's quarters, everything was the model of neatness.

(To be continued.)

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [30]



NOTICE.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 25th January, 1904. [347]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonewarts Island (South Shore Battery) in a South-Westerly direction at ranges from 600 to 2,000 yards, on the 29th instant, and from Lyemun (Pakshawan Battery) in the direction of the entrance to Junk Bay at ranges from 600 to 2,000 yards, on the 30th instant.

If the weather is unfavourable on either of the above dates, practice will take place on the 1st proximo.

Practice will commence at 9 A.M. on the 29th instant and at 9.30 A.M. on the 30th instant, and end at 11 A.M. daily, if the range is clear.

By Command,

A. M. THOMSON,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th January, 1904. [309]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEADQUARTERS OFFICE, Fletcher St., until 12 o'clock Noon, on MONDAY, the 15th FEBRUARY, 1904, for the undermentioned Supplies and Services, for the period of twelve months from 1st April, 1904.

1. Hospital Supplies & Medical Comforts.
2. General Supplies and Provisions.
3. Coal, Wood, Oil, Seaweed, and other Barrack Supplies and Services.

4. Washing.
5. Transport Services (Supply of Launches, Junks, Coolies, &c.).

6. Forge.

Forms of tender, and any particulars can be obtained on application to this Office either personally or by letter addressed to the Officer Commanding Army Service Corps between the hours of 10 A.M. and 4 P.M.

The tender must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Headquarters Office by 12 o'clock Noon on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all tenders is reserved.

Head-Quarters Office,

Hongkong, 25th January, 1904. [34]

CALL FLAG E.

REPAIR WORK to Steamers and Launches, Castings in Brass and Iron, Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.
Amy, 3rd December, 1903. [78]

A perfect complexion

depends on delicacy of skin, which is conferred by

<p

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DEPARTURE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 26th January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 30th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 5th February.
GLASGOW and LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"DIOMED"	On 2nd February.
LONDON and ANTWERP	"NESTOR"	On 5th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
GENOA MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
GENOA MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 28th January.
The s.s. "PINGSUEY" left Singapore on the 20th inst., and is expected here on the 28th instant.	"AGAMEMNON"	On 24th February.
For Freight, apply to—		

BUTTERFIELD & SWIRE, AGENTS.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"SZECHUEN"	On 27th January.
MANILA	"KANSU"	On 28th January.
POT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"ANHUI"	On 28th January.
SHANGHAI	"WOOSONG"	On 29th January.
CEBU	"HUNAN"	On 29th January.
ILOOLO	"ICHANG"	On 1st February.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE, AGENTS.

[12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL.	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	MARAGON W. H. S. Hall	About 26th January.	Freight only.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	SOCOTEA C. J. Benton, R.N.R.	About 27th January.	Freight only.
LONDON, &c.	BENGAL G. Phillips	Noon, 30th January	See Special Advertisement.
SHANGHAI	CHUSAN W. B. Palmer, R.N.R.	About 30th January	Freight and Passage.
LONDON, AMSTERDAM and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	PALEMO E. G. Andrews	About 14th February.	Freight only.
* Calling at Penang if sufficient inducement offers. For further Particulars, apply to—	E. A. HEWETT, Superintendent.		

Hongkong, 26th January, 1904.

[1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAVELLI" 4,899 R. P. Craven January 30, 1904

"INDRAPURA" 4,899 A. E. Hollingsworth February 13, 1904

"INDRASAMA" 5,197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

[14]

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS LEAVING

"DAIGI MARU" FRIDAY, 29th January, at 10 A.M.

"DAIJIN MARU" THURSDAY, 4th February, at 10 A.M.

"MAJDZURU MARU" WEDNESDAY, 27th February, at 8 A.M.

"ANPING MARU" WEDNESDAY, 3rd February, at 10 A.M.

TAMSWI, VIA SWATOW AND AMOY

TAMSUI, VIA SWATOW AND AMOY

ANPING, VIA SWATOW AND AMOY

FOOCHOW, VIA SWATOW AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 26th January, 1904.

T. ARIMA, Manager

[15]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ MEXICO AND PORTLAND (OREGON).

THE Steamship

"LOTHIAN."

Captain J. C. Williamson, will be despatched for the above ports on SATURDAY, the 30th inst.

at DAYLIGHT.

For Freight, apply at Company's Office

No. 20, Des Voeux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 26th January, 1904.

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security 2625,719

Total Losses Paid 26,763,240

THE Undersigned having been appointed

AGENTS for the above Company, we

prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO.

Hongkong, 18th May, 1903.

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF

LIVERPOOL.

THE Undersigned Agents of the above

Company are prepared to ACCEPT

RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.

Hongkong, 3rd August, 1903.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept

First Class Foreign and Chinese RISKS

against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-

ANCE. Prospectuses on application.

TUKNER & CO.

Agents.

Hongkong, 23rd September, 1903.

PRINTING

DAILY PRESS OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.

Navy Contractors, Sailmakers, Provision

and Coal Merchants, Sole Agents for

Hartmann Rahmsen's Genuine Com-

position Red Lead Brand.

BISMARCK & CO.

Navy Contractors, Ship Chandlers,

Provision and Coal Merchants, Sail-

makers, Fresh Water supplied to

Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners,

Coal Merchants, Hardware Engineers,

Tools, Brass and Iron Merchant

Agents.

Hongkong, 19th June, 1903.

GRACA & CO.

POST OFFICE NOTICES.

Books containing stamps of the following denominations may be obtained at the counter general Post Office for \$1.00—
Each 16 stamps at 4 cents
12 " " 2 "
12 " " 1 "

Letters and Postcards are received for transmission to Europe via Dalny and the Trans-siberian Railway, and should be marked accordingly. No Printed matter can be accepted. Underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be as follows:—
Letters intended to go by this route should be posted not later than the Wednesday in each week, to as to catch the fast Russian boat from Shanghai to Dalny which leaves Shanghai every Friday.
The Yarrow with the French Mail of 25th ult., left Saigon on Saturday the 23rd January, at 8 p.m., and may be expected here this evening. This Packet brings replies to letters despatched on Hongkong on 21st November.

The Chusan, with the English Mail of 1st inst., left Singapore on Monday, the 25th inst., at 8 a.m., and may be expected here on or about Sunday, the 31st inst. This Packet brings replies to letters despatched from Hongkong on the 28th November.

The Siberia, with the American mail, left Yokohama on Monday, the 25th inst., and may be expected here on or about Monday, the 1st prox.

MAILS WILL CLOSE

FOR	PER	DATE
Hankow		Wednesday, 27th, 7.30 A.M.
Kunmou Maru		Wednesday, 27th, 11.00 A.M.
Clara Jensen		Wednesday, 27th, 11.00 A.M.
Germaria		Wednesday, 27th, 11.00 A.M.
Athenaeus		Wednesday, 27th, 11.00 A.M.
Daiwa Maru		Wednesday, 27th, 1.00 P.M.
Heungshan		Wednesday, 27th, 1.15 P.M.
Sachien		Wednesday, 27th, 2.00 P.M.
Lightning		Wednesday, 27th, 3.00 P.M.
Rein		Wednesday, 27th, 3.00 P.M.
Yuenlong		Wednesday, 27th, 3.00 P.M.
Hatata		Wednesday, 27th, 3.00 P.M.
Haitan		Wednesday, 27th, 3.00 P.M.
Fonda		Wednesday, 27th, 3.00 P.M.
Honam		Thursday, 28th, 7.30 A.M.
Dorothea Rickmers		Thursday, 28th, 8.00 A.M.
Heungshan		Thursday, 28th, 1.15 P.M.
Woonuri		Thursday, 28th, 3.00 P.M.
Kansu		Thursday, 28th, 3.00 P.M.
Anhui		Thursday, 28th, 3.00 P.M.
Kinsan		Thursday, 28th, 3.00 P.M.
Pozen		Friday, 29th, 7.30 A.M.
Leosob		Friday, 29th, 8.00 A.M.
Daifai Maru		Friday, 29th, 9.00 A.M.
Doric		Printed Matter and Samples..... 10.00 A.M.
Heungshan		Registration..... 10.00 A.M.
Hunon		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Potshen		Letters..... 11.00 A.M.
Lathian		Friday, 29th, 1.15 P.M.
Kinshau		Friday, 29th, 2.00 P.M.
Zafiro		Friday, 29th, 3.00 P.M.
Indravati		Saturday, 30th, 7.30 A.M.
Shanmut		Saturday, 30th, 9.00 A.M.
Born, &c., India via Tuticorin..... (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)		Saturday, 30th, 10.00 A.M.
on Sandakan.....		Saturday, 30th, 10.00 A.M.
Salina, Crux, Mexico, and Portland O.		Saturday, 30th, 10.00 A.M.
Kobe, Yokohama and Portland O.		Saturday, 30th, 10.00 A.M.
TO-DAY, Y.		
ale, Miscellaneous, Sales Rooms, Mr. Geo. P. Bennett, 11 a.m.		
Ordinary Meeting of Hongkong Land Reclamation Co. Ltd., 11.30 a.m.		
Ordinary Meeting of West Point Building Co. Ltd., 11.45 a.m.		
Ordinary Meeting of Hongkong Land Investment and Agency Co., Ltd., noon.		
Regular Meeting of the Eastern Mark Lodge, Masons Hall, 8.30 for 9 p.m.		
TO-MORROW.		
Entries for the Hongkong Hockey Challenge, close at 5 p.m.		
Yorkshire Dinner, Anti-Room, City Hall, m.		
COMMERCIAL.		
CLOSING QUOTATIONS.		
26th January.		
London.—		
Telegraphic Transfer..... 1/94		
Bank Bills, on demand..... 1/94		
Bank Bills, at 30 days' sight..... 1/94		
Bank Bills, at 4 months' sight..... 1/94		
Credits, at 4 months' sight..... 1/94		
Documentary Bills, 4 months' sight..... 1/94		
Paris.—		
Bank Bills, on demand..... 2/94		
Credits, at 4 months' sight..... 2/94		
Germany.—		
On demand..... 183		
New York.—		
Bank Bills, on demand..... 433		
Credits, 60 days' sight..... 444		
Bombay.—		
Telegraphic Transfer..... 132		
Bank on demand..... 132		
Calcutta.—		
Telegraphic Transfer..... 132		
Bank, on demand..... 132		
Ghantshol.—		
Bank, at sight..... 714		
Private, 30 days' sight..... 73		
Yokohama.—On demand..... 88		
Manila.—On demand..... Nominal		
Singapore.—On demand..... Nominal		
Batavia.—On demand..... 1074		
Hai Phong.—On demand..... 1 p.c.m.		
Saigon.—On demand..... 1 p.c.m.		
Bangkok.—On demand..... 61		
Delegations, Bank's Buying Rate..... \$11.25		
SD Leaf, 100 fine, per tael..... \$58.70		
Silver, per oz..... 254		
Opium.		
26th January.		
notations are— Allowances not to 1 cent, wa Old..... \$930 to \$950 per picoul wa Old..... \$70 to \$900		
wa Old..... \$1010 to \$1030		
wa Old..... \$1050 to \$1070		
wa Old..... \$910 to —		
wa New..... \$1300 to — per cent.		
wa Old..... to —		
wa New..... \$1297 to —		
wa Old..... to —		
VESSELS EXPECTED.		
The FRENCH MAIL.		
The M.M. steamer Yarrow left Saigon on the inst., at 4 p.m. for this port.		
THE INDIAN MAIL.		
The Indo-China steamer Kumsang from Cotta and Straits left Singapore for this on 19th inst., at 5 p.m.		
THE ENGLISH MAIL.		
The P. & O. steamer Chusan left Singapore this port on the 25th inst., at 8 a.m., and is here on the 31st inst., at about 8 a.m.		
THE GERMAN MAIL.		
The Imperial German mail steamer Sachsen left Nagasaki and Shanghai on the inst., a.m., and may be expected here on the 23rd inst., p.m., and may be expected here on the 4th prox.		
MESSES. FALCONER & CO.'S REGISTER, 26th Jan. 1904.		
Barometer 30.25 Therm. 0.0M. (Webb) 52 Barometer 19.11. 31.16 Therm. 1.2M. (Webb) 53 Barometer 42.4C. 30.12 Therm. 4.2M. (Webb) 53 Thermom. 9 A.M....57 Therm. Maximum..... 58 Thermom. 1 P.M....58 Therm. Minimum over night..... 55		

Milkmaid

BRAND
MilkGuaranteed
Full Cream.TRADE MARK
on every
Tin.

Largest Sale in the World.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.
S.S. "POWAN" 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN" 2,280 tons, Captain A. V. Dixon.
S.S. "HANKOW" 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN" 2,860 tons, Captain J. J. Liosius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m., and 9 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m., and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Posts, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,993 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 12.30 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain B. Branch.
S.S. "NANNING" 569 tons, Captain C. Butchart.
S.S. "TAK HING" 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Farther particulars may be obtained at the Office of the

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD. DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor Once tried, preferred to all others. Sole Agents for Hongkong:

[3249] F. BLACKHEAD & Co.

TO LET

HOTELS

HOTELS

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden, it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria.

It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is excellent.

JAS. W. OSBORNE,
Proprietor and Manager.

Hongkong, 2nd December, 1903. [3358]

THOMAS' HOTEL.

A FIEST-CLASS HOTEL, most centrally situated. Well Furnished and airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For Particulars, apply to—

THE MANAGER.

Hongkong, 4th January, 1904. [112]

NEW "HOTEL AMERICA" NEW

(Late German Club Building). High Class Private Hotel.

No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

Hongkong, 5th December, 1903. [12]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praia Grande next to Government House. Telegraphic Address: "Internacional."

Apply to—

THE MANAGER.

Hongkong, 4th October, 1902. [51]

YEE SANG FAT,

at the above address.

Hongkong, 20th December, 1903. [80]

TO LET.

BISTRO'S LODGE (PEAK).

"THE EYRIE" (PEAK).

"WESTWARD HO," BONHAM ROAD.

"ALEXANDRA" BUILDINGS. Rooms on the Top Floor.

"CINGLEFORD," ROBINSON ROAD (Furnished), for 1 year from 1st April, 1904.

No. 2, MATHESON STREET, Wan Chai (Garden).

Apply to—

LINSTEAD &amp